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COMPHIBGRUTHREEINST 3500.5

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COMPHIBGRU THREE INSTRUCTION 3500.5

Subj: SUPPORT AND SUPERVISION OF FORWARD DEPLOYED NAVAL
FORCE (FDNF) NAVAL BEACH GROUP ONE DETACHMENTS

Ref: (a) COMPHIBGRUONEINST 3500.5/COMPHIBGRUTHREEINST 3500.5
(b) NAVSEA S9LCA-AA-SSM, Volume II
(c) COMNAVSURFPACINST 3502.2 Series
(d) ACUFIVEINST 3531.1 Series
(e) ACUFIVEINST 3532.1 Series
(f) COMNAVSURFLANT/PACINST 4400.1 Series
(g) ACUFIVEINST 4420.2 Series
(h) NAVORDCENTINST 8010.2 Series
(i) SPCCINST 8010.12 Series
(j) NWP 1-03.1
(k) NWP 1-03.3
(l) CMS-1A
(m) CMS-21

1. Purpose. To establish responsibilities for the support and supervision of Naval Beach Group ONE Forward Deployed Naval Force Detachments (FDNF DET) assigned to the Amphibious Ready Group (ARG) home ported in Sasebo, Japan.

2. Cancellation. Reference (a) is hereby superseded and canceled.

3. Background. Naval Beach Group ONE (NBG-1) Western Pacific (WESTPAC) Detachments were assigned to the FDNF in Sasebo between 1985 and 1992. These detachments, Landing Craft Utility (LCU), Beach Party Team (BPT) and Landing Craft Air Cushion (LCAC), were initially manned on a deployable basis, sourced from Commander, Naval Beach Group ONE (CNBG-1) subordinate commands. However, due to unsatisfactory turnaround ratios, manning of the LCU and BMU detachments was changed to a permanent change of station (PCS) basis starting in 1992 and for LCAC detachments in 1997. Detachments are operationally assigned to Commander, Task Force SEVEN SIX (CTF 76), but their administrative UICs are assigned to NBG-1 subordinate commands in CONUS.

4. Discussion. CNBG-1 along with its subordinate commands and CTF 76 along with its assigned FDNF units shall support and supervise FDNF DETs in accordance with the following procedures.

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The unique situation of having detachments remotely located from the parent command and their normal training and support opportunities requires some normal parent command responsibilities to be assumed by the operational commander.

5. Command Relationships.

a. Operational Control (OPCON): FDNF DETs will be OPCON to CTF 76 except when embarked on a ship. When embarked, they will mirror the OPCON of the ship to which they are embarked. For example: When an amphibious ship chops OPCON to Commander, Task Group SEVEN SIX point FOUR (CTG 76.4) the embarked FDNF DET will follow suit. When the FDNF DET debarks the ship, they will chop back to CTF 76.

b. Tactical Control (TACON): TACON of FDNF DETs will normally be assigned to the ship in which they are embarked. CTG 76.4 will assign FDNF DETs to ships for underway operations.

c. Administrative Control (ADCON): FDNF DETs will remain under the ADCON of their parent command for support in manning, technical assistance, supply support, training, OPTAR and TADTAR funding, assessment, depot-level maintenance funding, and craft swap out/major equipment replacement.

d. Coordination: None of the above command relationships is intended to interfere with the relation authority between FDNF DET OICs, the ships, CTF 76 and CTG 76.4.

e. Sasebo Command Support: CTF 76 will oversee the support of the following for the FDNF DETs as required and necessary: VTC services, SIPRNET access, Career Counseling Services, Public Affairs Support, Personnel Manning Support, Equal Opportunity Adviser Services, and Enlisted Educational Officer Services. Other administrative functions will be addressed via separate means with Commander, Fleet Activities Sasebo.

6. Personnel/Administration.

a. An officer from Assault Craft Unit FIVE (ACU-5) shall be temporarily assigned additional duty as the Officer-in-Charge of all the FDNF DETs (NBG-1 FDNF DET OIC). He will be assigned ADDU to CTF 76 and CNBG-1 for overseeing FDNF DETs matters. Additionally, the NBG-1 FDNF DET OIC will be TAD to CTG 76.4 as

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required by CTF 76 in support of planning and tactical employment of the FDNF DET assets.

b. FDNF DETs and their parent commands, with administrative assistance as required from the Commander, Fleet Activities Sasebo (CFAS) and applicable tenant commands when not embarked on ships, will manage day to day personnel issues, monitor manning, submit EMIRs as appropriate, and contact detailers for manning concerns. FDNF DETs will keep CTF 76, NBG-1 FDNF DET OIC, their parent command, and supporting units informed.

c. When embarked, the FDNF DETs will receive required support and administrative functions from the ship on which they are embarked.

d. FITREPS/Evaluations:

(1) NBG-1 FDNF DET OIC - CTF 76 submits OPS Commander FITREP based on inputs from CTG 76.4.

(2) ACU-5 FDNF DET - Commanding Officer, ACU-5 is reporting senior for all E-6 and above personnel including the ACU-5 FDNF DET OIC/Assistant OIC (AOIC), with inputs provided by CTF 76, NBG-1 FDNF DET OIC and embarking ship's CO as appropriate. The ACU-5 FDNF DET OIC will be the reporting senior for all E-5 and below DET personnel.

(3) ACU-1 FDNF DET - Commanding Officer, Assault Craft Unit ONE (ACU-1) is the reporting senior for all E-5 and above personnel including the ACU-1 FDNF DET OIC. FITREP inputs for the ACU-1 FDNF DET OIC will be provided by CTF 76, NBG-1 FDNF DET OIC and embarking ship's CO as appropriate. The ACU-1 FDNF DET OIC will be the reporting senior for all E-4 and below DET personnel.

(4) BMU-1 FDNF DET - Commanding Officer, Beachmaster Unit ONE (BMU-1) is reporting senior for all E-6 and above personnel including the BMU-1 FDNF DET OIC with inputs provided by CTF 76, NBG-1 FDNF DET OIC and embarking ship's CO as appropriate. The BMU-1 FDNF DET OIC will be the reporting senior for all E-5 and below DET personnel.

e. Non-Judicial Punishment (NJP): CTF 76 will exercise NJP authority over all FDNF DET personnel. When FDNF DET personnel

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are embarked, NJP authority will be exercised by the embarking ship's CO.

f. Watchstanding, Stations, and Professional Development: Assault Craft Crews will man the following watches/stations underway: COND I/IA - DET assigned to craft; COND II - IV: Well Deck Security/Craft Integrity. Inport, Assault Craft Crews will man the following watches: Assault Craft Security Watch/Sakibe Duty Driver/Sakibe CDO (E-7 and above). BMU-1 personnel will be assigned to stations commensurate with their rating/experience. All personnel are authorized to pursue Surface Warfare Qualification. The ship in which they are embarked shall afford FDNF DET personnel the opportunity to attain qualification.

g. Awards: Embarking ships/CTF 76/parent commands may recognize superior performance of FDNF DET personnel through submission of awards to higher authority or awarding of locally authorized awards. FDNF DET OICs are responsible for nominating personnel for awards as appropriate.

h. Command Advancement Program (CAP): Parent commands will execute the CAP program based on the recommendations of the FDNF DET OICs and the numbers allowed by the manning of their FDNF UICs.

i. Sailor of the Quarter/Sailor of the Year (SOQ/SOY): All FDNF DET OICs will submit SOQ/SOY recommendations to the NBG-1 FDNF DET OIC based on applicable CTF 76 instructions. NBG-1 FDNF DET OIC will decide on FDNF DET SOQ/SOY winners. These personnel will then compete at the CTF 76 level with the other TF 76 units.

7. Training/Qualification/Re-certification.

a. NBG-1 FDNF DET OIC:

(1) En route Training: PCS stop en route at NBG-1 (up to four weeks) for indoctrination and discussions with parent commands. May include courses of instruction at EWTGPAC (funded by NAVPERS).

(2) TAD back to NBG-1 as required (funded by NBG-1 TADTAR).

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b. ACU-5 FDNF DET:

(1) In accordance with reference (b), crewmembers must receive the formal NEC generating courses taught at EWTGPAC (NAVPERS funded en route), immediately followed by Advanced Qualification Training and a check-ride conducted by the Commanding Officer, ACU-5 at ACU-5. Also in accordance with reference (b), crewmembers assigned to Deck Engineer and Loadmaster positions must attend the three week Deck Engineer and Loadmaster positions course at ACU-5 (NAVPERS funded en route) and complete applicable PQS prior to qualification. For all former LCAC crewmembers returning to LCAC duty from non-flying assignments, Refresher Training must be conducted in accordance with reference (b), followed by a check-ride conducted by the Commanding Officer, ACU-5 at ACU-5 (NAVPERS funded en route).

(2) Maintenance personnel must attend either the five-week LCAC Prop and Lift (GSMs) or Craft Control (GSEs) course at EWTGPAC (NAVPERS funded en route for required NEC holders). Welders require the six-week LCAC Structure, Steel, and Aluminum welding course taught only at ACU-5 (ACU-5 TADTAR funded). Maintenance Chiefs require the three-week Maintenance Chief Course taught at ACU-5 (ACU-5 TADTAR funded). These are the only Navy courses providing the LCAC familiarization and maintenance skills required to perform organizational level work on the LCAC.

(3) The ACU-5 FDNF DET OIC/AOIC will be a Deck Warrant/LDO as assigned by BUPERS.

(a) PCS stops en route for the ACU-5 FDNF DET OIC are LCAC DET OIC course and Amphibious Indoctrination (four weeks) at EWTGPAC and ACU-5 to meet with Commanding Officer, ACU-5 (NAVPERS funded).

(b) TAD to ACU-5 as required (ACU-5 TADTAR funded).

(4) ACU-5 FDNF DET training and annual crewmember certification requirements for forward-deployed crews do not differ from CONUS based crews. In accordance with reference (b), re-certification authority for LCAC crewmembers resides with the Commanding Officer, ACU-5.

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The ACU-5 FDNF DET OIC will coordinate with the ACU-5 Training Officer for the semi-annual scheduling of ACU-5 Mobile Crew Certification and Training Team (MCCTT) visits for the conduct of LCAC crew certification and DET training (MCCTT visit period not to exceed four weeks, ACU-5 TADTAR funded). The LCAC DET OIC, coordinating through ACU-5 Training Officer, CTF 76 and CTG 76.4 shall request scheduling of MCCTT visits with review and approval at SEVENTH FLEET scheduling conferences to ensure coordination with the respective embarking ships and the ARG's schedule. Every effort must be made to maintain an even strain on training in an effort to maintain a high level of readiness and safe LCAC operations.

c. ACU-1 FDNF DET:

(1) Crewmembers:

(a) ACU-1 is the Craftmaster and Chief Engineer PQS model manager. The senior ACU-1 FDNF DET Craftmaster will act as the senior member of the qualification board for the oral and practical examination of prospective Craftmasters and Chief Engineers. Upon successful completion of the PQS/qualification board, ~~the senior ACU-1 FDNF DET Craftmaster will forward the recommendation for qualification to ACU-1 for review, spot check~~ and endorsement. After completing this preliminary qualification, the Craftmaster (U/I) will then go TAD for a two or three week period for surf familiarization at either Camp Pendleton or Silver Strand beaches (ACU-1 TADTAR funded). This will be an intensive (every operation) period solely to improve his proficiency during actual surf conditions. Upon completion of this period, Commanding Officer, ACU-1 will conduct a qualification check-ride and will make a final determination of Craftmaster qualification. The Chief Engineer will complete all qualifications at ACU-1. Commanding Officer, ACU-1 will interim qualify the Chief Engineer based on the recommendation of the ACU-1 FDNF DET OIC and will conduct final qualification during semi-annual visits to Sasebo.

(b) Other crewmembers will be qualified using the standard PQS process. Qualification approval will be by the ACU-1 FDNF DET OIC as recommended by the Craftmaster.

(c) Crewmembers' skills and qualifications will be checked by ACU-1 during semi-annual visits.

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d. BMU-1 FDNF DET:

(1) Beach Party Team Commander/Assistant Beach Party Team Commander/Salvage Petty Officer.

(a) Initial Training/Qualification

1. En route Training: PCS stop en route at BMU-1 for indoctrination and discussions with parent command. May include courses of instruction at EWTGPAC, funded by NAVPERS. A final qualification will be granted by BMU-1 at the end of indoctrination and training.

2. Other BPT members - standard PQS process with BPT Commander serving as the senior member of the qualification board.

3. BPT members' skills and qualifications will be reviewed by CO, BMU-1 during semi-annual visits.

d. General: FDNF DET OICs will conduct General Military Training and specific training within their capabilities. While embarked, ~~the FDNF DET OIC will assign ship's PQS and other training, including General Damage Control, 3M, applicable in-~~ rate training and ESWS to FDNF DET personnel. Such training shall support but not interfere with mission requirements, maintenance, and material readiness of assigned craft.

e. Technical Assistance and Expertise: CNBG-1 and parent commands will provide expertise to support training, qualification, maintenance, BOATALT and CRAFTALT development, Standard Operating Procedures, EOSS and LCAC SEAOPS as requested by CTF 76 (funding will be provided by parent command).

8. CNBG-1 Visits/Assessment.

a. CNBG-1 will conduct an annual visit/assessment of FDNF DETs to determine the status of readiness and training. Coordination will be required with CTF 76 and CTG 76.4 to ensure ships and FDNF DETs are available to conduct full amphibious operations to include LCUs, LCACs and beach landings. Coordination efforts will be geared towards conducting at least one assessment, in conjunction with Amphibious Specialty Training (AST) for CTG 76.4 units, during CTF 76.4 and 31st MEU

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fall Blue/Green work-ups. CNBG-1 will participate in the development of the Blue/Green work-ups schedule of events through direct liaison with CTG 76.4 N3, at least eight weeks prior to the event. Assessment focus will be to train and certify annually to the fullest extent possible, all FDNF DETs for full range of amphibious operations. Upon completion, CNBG-1 will report to CPG-3 and CTF 76, via official message, whether or not FDNF DETs are certified to conduct unrestricted amphibious operations. Re-certification will be conducted annually but not to exceed 24 months. This assessment may be conducted more often and may be in conjunction with other training evolutions. The scheduling of assessments should be done during SEVENTH FLEET Scheduling Conference. Funding will be provided by CNBG-1 and a trip report will be submitted to, CTF 76, CPG-3, and CTG 76.4.

b. Semi-annual visits will be conducted by NBG-1 subordinate commands for oversight of the FDNF DETs and craft/equipage inspections. Additionally, subordinate commands will assess the readiness, maintenance, training, logistics, and qualifications of the detachments. Funding for these visits ~~will be the responsibility of the parent NBG-1 command. Reports of these visits will be provided to CTF 76 via CTG 76.4, to CPG-3 via CNBG-1, and to NBG-1 FDNF DET OIC.~~

c. CNBG-1 will provide a staff officer to CTF 76, during the semi-annual Blue/Green work ups to assist in the formal assessment of the NBG detachments operating with the ESSEX ARG.

9. Maintenance/Maintenance Funding.

a. General: Each craft/detachment will establish an effective maintenance program in accordance with the 3M or NAVFAC maintenance program for Civil Engineer Support Equipment (CESE). Maintenance programs will be administered by the craft/detachment with oversight provided by NBG-1 FDNF DET OIC. When embarked on amphibious ships, the craft/detachment maintenance programs may be treated as if part of the ship's maintenance program for oversight. With the exception of ACU-5 FDNF DETs (who utilize a separate Micro-Snap system). FDNF DET maintenance and repair availabilities will be planned and executed with coordination with CTF 76 and CTG 76.4 to ensure landing craft and the BPT are available to support operational commitments. Assigned Port Engineers will coordinate major work

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with parent commands to ensure required BOAT/CRAFTALTS are properly and efficiently performed.

b. ACU-5 FDNF DET: All material and services requirements will be funded using the annual OPTAR provided to ACU-5. All CASREP and ANORS requisitions will be submitted in accordance with references (f) and (g).

c. ACU-1 FDNF DET:

(1) At least once a month, CTF-76 will provide a representative to attend the ACU ONE DET SASEBO/Ship Repair Facility (SRF) weekly maintenance meeting, and provide monthly updates of SRF funding to the Commanding Officer, ACU-1. For LCU maintenance concerns, CTF-76 will provide assistance to the ACU ONE DET SASEBO OIC and the Maintenance Officer.

(2) The MDS database for all LCUs will reside with the parent command. ACU-1 will provide craft unique paper COSALs to DET personnel. COSAL updates will remain the responsibility of ACU-1. ACU ONE DET personnel will be responsible for ~~maintaining their allowance of onboard spares. On a semi-annual basis, ACU-1 will inspect each craft's Storeroom Issue (SRI) parts bins to ensure that all necessary repair parts are either on board or on order.~~

(3) All material and service requirements will be provided by ACU-1 and funded using the annual OPTAR provided to ACU-1. While the embarking ships are not outfitted to support ACU-1 craft, the ship's Supply Department will provide logistics assistance to include issuing spare parts from their storerooms when feasible.

(4) FTSCPAC Sasebo will provide ILO support for LCUs and will process all configuration change requests (OPNAV 4790CK) for the Sasebo LCUs.

d. BMU-1 FDNF DET: The BPT has inherent capabilities for repairs to CESE. Repairs beyond the BPT's capabilities will be referred to the Sasebo Public Works Officer for in-house repairs or contract repairs. All repairs to BMU-1 FDNF DET equipment other than the D-7 bulldozer will be referred to BMU-1 for

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consideration. All repairs of over \$2,000.00 to the D-7 bulldozer will be referred to Amphibious Construction Battalion ONE (ACB-1) for consideration. All funding requests must first be submitted to BMU-1 for approval before obligation of funds.

e. Electronics: NBG-1 ET shop will provide electronics outfitting. CTG 76.4 will coordinate ET support from ship assets on an as needed basis for NBG-1 units. Minor electronic troubleshooting is available from ACU-5 FDNF DET GSE/ET personnel. If 2M support is not available within the ACU-5 FDNF DET, the repair of LCAC circuit cards may be accomplished by FDNF ship's force 2M personnel.

f. OPTAR Management:

(1) Repair parts and consumables for craft and equipment will be funded by the appropriate parent command.

(2) Parent commands will manage FDNF DET funds with assistance provided by the FDNF DET OIC and storekeepers as applicable.

~~g. TADTAR Management: NBG-1 parent commands will budget and fund travel requirements for their FDNF DET personnel who must travel to and from CONUS. This includes the travel requirements for training and qualification discussed in paragraph 7. TADTAR requirements within the SEVENTHFLT AOR will be budgeted and funded by CTF 76, CTG 76.4 or embarking ships as appropriate.~~

10. Ammunition Management. The NBG-1 FDNF DET OIC shall consolidate annual NCEA training allowance and magazine requirements for each FDNF DET and submit them to CNBG-1. The NCEA allowance for each FDNF DET will be promulgated each fiscal year by CNBG-1. The embarking unit will receive the NCEA allowance and actual ammunition and hold for draw by the FDNF DET.

11. Readiness Reporting.

a. Casualty reporting: Per NWP 1-03.1 and current COMNAVSURFPAC 4400.1 series.

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b. SORTS Reporting: Per NWP 1-03.3 and current COMNAVSURFPAC 3501.1 series

12. Craft/Equipment Accountability.

a. General: Parent commands will maintain craft/equipment on their rolls.

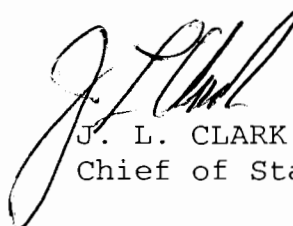
b. ACU-5 FDNF DET: LCAC and related equipage will be by sub-custody to Craftmasters via standard LCAC turnover letter. ACU-5 FDNF DET OIC will ensure annual inventory is carried out.

c. ACU-1 FDNF DET: Each Craftmaster will sign for all accountable items.

d. BMU-1 FDNF DET: The BMU-1 FDNF DET OIC will sign for all accountable items. CESE reports will be maintained by BMU-1. A report on the material status of the D-7 bulldozer will be submitted to ACB-1 on a monthly basis.

13. Craft Swapout/ Major Equipment Replacement. To be jointly coordinated by CTF 76 and CPG-3 in conjunction with numbered fleet scheduling conference.

~~14. CMS Policy. CNBG-1 will provide initial outfit of COMSEC equipment and related devices for the LCUs and the BPT. CNBG-1 will transfer COMSEC equipment and related devices with authorization in accordance with references (l) and (m) to embarking ships. Embarking ships will sub-custody the COMSEC equipment and related devices to applicable LCU and/or BPT personnel. Embarking ships will be responsible for ensuring FDNF DET personnel have proper security clearances and are CMS User trained and qualified. Embarking ships will transfer COMSEC equipment and related devices with authorization in accordance with references (l) and (m) to CNBG-1 if any LCU craft return to CONUS.~~


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